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	CLASSIFICATION SECRET CENTRAL INTELLIG	ENCE AGENCY	REPORT	
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HIS DOCUMENT CONTAINS	S INFORMATION AFFECTING THE NATIONAL DEFENSE			MATION
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b. Damaged Locomotives:

1,475 units

under repair at RAW under repair at Bw awaiting repair		793 453 229
•	•	1, 475
passenger train locar es		27 5 67 3 527

c. Park of Heavily Damaged Locomotives:

903 units

foreign-owned locomotives

preheater pumps.

.706

Í; 475

d. Grand Total

6,472 units

- 2. The following information was obtained on 11 June 1955:
 - a. The completed new type 65 locomotive has been returned to the Karl Mark Locomotive Factory at Babelsberg for major modifications in its design. After completion of this work, the locomotive will again be subjected to tests at the Engine Test Lastitute (NVA) in Halle. The locomotive disappointed designers and it is feared that it is a failure. The utilization of "sodaphos" (sodium phosphate) caused heavy damage to the regulator.
 - b. The newly developed locomotive of type 83 rendered good service up to 800 HP. The maximum output of the locomotive is believed to be around 1,000 HP. The coal consumption of this type locomotive was higher than other locomotives of a comparable category. Moreover, defects on the regulator also occurred with the type 83 locomotive. It was therefore also returned to Babelsberg for elimination of this shortcoming. It was believed that the type 83 locomotive will become a usuable locomotive.
 - c. The feed-water heaters and mixers (Heisswasser Mischvorwaermer) developed for the new type 65 and 83 locatotives were dismantled again from these locomotives became the pump broke down after a short period of services are pumps were replaced by the old-type
 - d. Two locomotives of the 25-series were under development at the Karl Marx Locomotive Factory at Babelsberg. One of the locomotives was designed for coal dust-firing, while the other was to be equipped with a mechanical coal charger.
 - e. The construction of mobile measuring stations was making slow progress. The Central Technical Office of the railroad administration must import precision measuring sets from the West, because the measuring equipment built in the GDR are not up to requirements.

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b,	Damaged Locomotives:	·	1,475 units
	under repair at RAW under repair at Bw awaiting repair	793 453 229	·
		1, 475	
	passenger train locomotives freight train locomotives tender locomotives	275 673 527	
		1, 475	
c.	Park of Heavily Damaged Locomotives:		903 units
	foreign-owned locomotives	706	
			,

6,472 units

2. The following information was obtained on 11 June 1955:

Grand Total

- a. The completed new type 65 locomotive has been returned to the Karl Marx Locomotive Factory at Babelsberg for major modifications in its design. After completion of this work, the locomotive will again be subjected to tests at the Engine Test Institute (NVA) in Halle. The locomotive disappointed designers and it is feared that it is a failure. The utilization of "sodaphos" (sodium phosphate) caused heavy damage to the regulator.
- b. The newly developed locomotive of type 83 rendered good service up to 800 HP. The maximum output of the locomotive is believed to be around 1,000 HP. The coal consumption of this type locomotive was higher than other locomotives of a comparable category. Moreover, defects on the regulator also occurred with the type 83 locomotive. It was therefore also returned to Babelsberg for elimination of this shortcoming. It was believed that the type 83 locomotive will become a usuable locomotive.
- c. The feed-water heaters and mixers (Heisswasser Mischvorwaermer) developed for the new type 65 and 83 locomotives were dismantled again from these locomotives because the feed -water pump broke down after a short period of service. The feed-water pumps were replaced by the old-type preheater pumps.
- d. Two locomotives of the 25-series were under development at the Karl Marx Locomotive Factory at Babelsberg. One of the locomotives was designed for coal dust-firing, while the other was to be equipped with a mechanical coal charger.
- e. The construction of mobile measuring stations was making slow progress. The Central Technical Office of the railroad administration must import precision measuring sets from the West, because the measuring equipment built in the GDR are not up to requirements.

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SECRET NOFORN/CONTINUED CONTROL